

has been fitted out from this port, and under the Hawaiian flag, for a twelve months cruise, by Mr. F. J. Greenway, as whaler. We are glad to see this spirit of enterprise, and hope that her success will be such as may induce her enterprising owner and others to engage largely in this business. This port affords many facilities for this branch of business, and may yet become the Sydney, the headquarters of a flourishing fishery.

Our appeals to correspondents have not been in vain. For "The fragment of Hawaiian History" our best thanks are due, though it is too late for the present number. We hope that our situation will awake their further consideration. "Aloha" to the writer of the "Unsuccessful Miracle"—place your next.

FIRE.—The Sugar Mill at Ewa, belonging to Gov. Kekuanoua, caught fire on Tuesday evening last, destroying the greater part of the Sugar House, and several barrels of Sugar and Molasses. The Mill and boilers were saved.

The United States Sloop of War St. Louis, Capt. F. Forrest, arrived on the 6th inst. and anchored outside. The next morning she entered the harbor, and after mooring, exchanged salutes with the Fort. She remains but a short time, and then proceeds to San Francisco, Monterey, and Mazatlan. Officers and crew, all well.

The St. Louis took from the Marquesas Islands a number of runaway seamen, who were encouraging the natives in their savage warfare, and exercising a most demoralizing influence over them.

COMMUNICATED.

LAHAINA, April 2d, 1841.

MR. JARVES.—It has long been known that there was a somewhat dangerous reef of rocks off the point of Kahoolawe. Several ships bound to Lahaina, have struck on a reef.

There having been no correct account of a reef, I requested Captain Wilkes, Commander of the U. S. Exploring Expedition to examine it, which he has kindly done, and furnished me with the result of his examination.

Expressing my gratitude for the favor he has done me personally, as well as for the benefit he has conferred on those who sail in this vicinity, I feel it my duty to give to the public the results of his surveys, which are as follows:

It is rather less than two miles from the shore—has two fathoms on it at low water; composed of a few rocks, all in about the circumference of 200 feet; its position is ascertained to be in the following bearings,

Lahaina High School, North per Compass, Eastern extreme of Kahoolawe N. 39 39 E. South Eastern extreme, S. 63 11 E. South Point, Lanai, (bluff) N. 39 45 W. Back on Lanai, N. 19 27 W.

do not consider it at all dangerous. The following are directions for avoiding it, viz.

Ships passing through the channel between Hawaii and Maui, intending to anchor in Lahaina roads, must steer so as to be the southern point of Kahoolawe at least three miles distant, and steer for the back of Lanai, until the High School at Lahaina, bears to the Eastward of N. N. E. when they may haul in and steer directly for it. It will be much to their advantage to go further over towards Lanai, as they will be favored by the sea breeze which usually blows in from the Southward, between 9 and 10 o'clock, A. M. and will enable them to reach the anchorage sooner than they can by sailing immediately into the bay, besides they avoid the calms and heavy squalls to which a near approach to the shore renders them liable when the trade wind is blowing strong.

The best place to anchor in (at Lahaina) is abreast the King's Flag Staff (in front of the palace), just within the range of the Western Hummock, and the East Point of Lanai, in 17 fathoms water.

By publishing the above you will confer favor on the public, and on

KAMEHAMEHA III.

MR. EDITOR.—The natives have got a striking mania lately—the boatmen stand out for double price—the marketmen raise their wares—but the last individuals whom we should expect to attempt any innovation are the milkmen; but they have attempted to follow the example, and have now the modesty to ask just double the usual price for the watery fluid which they vend under the name of milk. At times it is tolerable, but frequently it is so bad as to spoil any thing in which it is intended to form an ingredient—such as puddings, etc., so the housekeepers say. Even were the milk what it ought to be, the price it has held for years previous is high enough. Cattle here are cheap—pasturage and labor mere nothing, and yet all the products of the dairy bear double and treble the price they do in countries with much fewer facilities to produce than here. A farmer who would devote himself to raising produce for the market at such prices as would give him a handsome remuneration, would be of much service to the foreign community and give them something better to eat than fowls and turkeys whose corporations are so firmly put together as to defy both teeth and knife. By this it is not intended to encourage anything which should lessen the sale of the native marketmen, but only to suggest a proper competition, so that they may for their own interest be induced to supply the market with better stock and at less exorbitant prices. At present, all housekeepers have to endure a thousand vexatious annoyances, both from the irregularity of the supplies, and the extortionating habits of the natives.

X. Y. Z.

We can only advise X Y Z and others to refuse to purchase whenever exorbitant prices are charged, or if necessary to lessen the quantity of any article needed, to their absolute wants, and in this way by decreasing the demand, make it for the interest of the sellers to put their produce at prices which will call for a greater consumption. We join heartily in the wish that some foreigner would make a business of supplying the market with good poultry, fruit, vegetables, butter, cheese, &c. We think it would be a profitable concern to one, who had a little capital to start with, and a practical knowledge of farming—provided suitable lands could be obtained. There is one establishment of this kind, but its distance from Honolulu prevents it from being so profitable to the proprietor or so useful to the foreign community, as if it were in the immediate vicinity. Still we are told that it does very well.

MR. EDITOR.—The ship Milton of New Bedford, Capt. Tuckerman, was at Lahaina on the 2d inst. The captain, it was said, had been selling spirits from his vessel, although Capt. McLean of the Superior, and Rogers of the Beaver had remonstrated with him against such a course. I learned by a private letter from the United States, that the King of the French had received the Memorial of the American Temperance Union, concerning the Treaty of Laplace, respecting the introduction of spirits into these islands, and has promised it his earnest and serious consideration. Also an officer on board the United States frigate Potomac writes from Rio Janeiro under date of July 3, 1840 to the Editor of the Baltimore American as follows.

"You will I am sure, be glad to hear that of a crew and officers amounting to 279, about 230 have voluntarily stopped their grog, and I have strong hopes that before the cruise expires the number will be increased."

I send you the above items for publication in your journal should you see fit, thinking they might be of some interest to those engaged in the temperance cause.

Yours Truly, S. N. C.

TAHITI.

Aggregate returns of American commerce which has visited the Island of Tahiti during the year 1840. Ships arriving off and on, not included.

No. of Ships,	79
Seamen employed,	1,985
Tonnage,	26,795

Value of Oil and Merchandise, \$2,316,165. (Merchandise included, \$119,700 was in whaleships alone.)

Ships and outfits estimated at \$15,000, which is low, 1,195,000. Total, \$4,001,165.

Yours, S. R. B.

LIST OF OFFICERS OF THE U. S. SHIP ST. LOUIS.

FRENCH FORREST, Esq. Commander.
JNO. GRAHAM, Lieut.
H. A. STEELE, "
G. R. GRAY, "
W. H. BROWN, Act. Lieut.
B. S. B. DARLINGTON, Act. Lieut.
F. E. BARRY, Act. Master.
B. R. TINSLEY, Surgeon.
R. Ogden Glover, Act. Purser.
J. J. Brownlee, Asst. Surgeon.
S. M. Brasher, P. Mid.
H. F. Porter, Jas. Foster, L. Gibbon, T. Pattison, R. Miligan, Jas. Higgins, H. H. Harrison, F. Fiske, Midshipmen.
J. McKinley, Boatswain.
C. Jordan, Jr. Carpenter.
B. Bunker, Gunner.
R. Murray, Act. Sailmaker.
B. Forrest, C. Clerk.

NAVIGATOR'S ISLANDS.

The following observations respecting this group of islands, are selected from Captain Wilkes' letter of Nov. 9, 1839.

"The group extends from lat. 13 40, to 14 18, S., and from long. 169 16 18, to 172 46 27, W."

There are eight islands, viz., Savaii, Upolu, Tutuilla, Manono, Apolima, Tana, Oro-sego, and Olu. The first named is the largest, containing 2,700 square miles, and 20,000 inhabitants; but the island of Upolu, although containing but 560 square miles, is more populous, having, as is estimated, 25,000 inhabitants. Some of the islands are quite small. The total number of inhabitants is supposed to be 55,000, of whom 14,350 profess christianity. There are in the schools 13,070 pupils, and 133 native teachers. On the islands there are 11 English missionaries.

"About two-thirds of the whole population are said to be of the missionary or christian party, and about 10,000 who read or write. The inhabitants generally reside on or near the sea coast, although at Upolu there are several large villages in the interior.

The Rev. Mr. Williams visited this group in 1830, when they were engaged in a general war, since which time they have been at peace. Several native teachers were established here by Mr. Williams, and the missionaries arrived from England in 1836.

"It affords me pleasure," says Captain Wilkes, "to bear testimony to the successful exertions of these gentlemen, in the great changes which must have taken place in so short a time, in the feelings, habits, and manners of the inhabitants. The language has been reduced to writing; a printing press established; books distributed; and a foreigner may now pass in any direction, meeting a hospitable reception from all. The native schools are well attended, and although accustomed to the rapid advancement of education in our own country, I was surprised to witness a more rapid one in these islands, proving that the natives are by no means deficient in the necessary facilities for rapid advancement in civilization.

"The soil of these islands is very rich, and by cultivation would produce all the tropical fruits and plants. Sugar cane is found wild and of large size; also, coffee, cotton, arrow-root, bread-fruit, taro, yams, sweet potatoes, oranges, pine-apples, bananas, vi-apples, and spices. The missionaries have introduced cattle, horses, sheep, and goats.

"Among the harbors of Tutuilla, that of Pago Pago is the safest. Of those of Upolu, that of Apia is the most central and best of that island. It is situated on the north side, in lat. 13 49 13 S., long. 171 41 09 W. Two others were found on the south side, and three on the north. Of those found on the island of Savaii, Mataatoo is the best; it is situated in lat. 13 27 54 S., long. 172 20 W. The harbors are formed by openings or breaks in the reefs which surround the islands, and although not of great extent, are commodious and safe with the prevailing winds. The coasts may be approached with safety, as the reefs are visible, and soundings regular. The mean temperature is about 70 degrees. The south sides of the island are cooler, and more subject to rain and

winds than the north, and do not afford so many harbors and shelters.

"Vessels visiting these islands can obtain complete supplies of hogs and vegetables. Water is abundant in all the harbors and easily obtained, particularly at Apia. Large streams of water enter into the harbors of all the islands, except at Savaii, where springs are abundant. These islands may be visited with safety at all seasons of the year.—From November to March, they are most subject to bad weather, when variable winds prevail. They are seldom visited by gales. Among the harbors there are those which may be selected for safety according to the season. The island of Upolu is the most central, and being connected with Manono, where the principal chief resides, has the ascendancy over the whole group."

Sailor's Magazine.

AN UNGALLANT JURY. Miss Sinclair, in one of her late works, says that a man was lately tried in England, for beating his wife. The proof was positive—and the jury retired and spent a long time in deliberation. When they re-entered the court room, and the judge solemnly asked for their decision, it was unanimously delivered in these words "Saved her right!"

Light has been proved by many experiments, to travel at the astonishing rate of 191,333 miles in one second of time, and comes from the sun to the earth in eight minutes 11 4/50 seconds—a distance of 95,513,791 English miles.

DIED.

On the 2d inst. Henry, youngest child of Mr. John G. Munn.

MARINE NEWS.

PORT OF HONOLULU.

ARRIVED.

- April 3 Am. Whaleship Superior, McLane, New Bedford, 6 mos. 120 bbls. from Lahaina last.
- " Am. Whaling barque Beaver, Rogers, Hudson, 7 mos. 250 bbls. whale, 150 sperm—last from Lahaina. Left at that port, Am. Whaleship Sapphire, Cartwright, Salem, 141-2 mos. 650 sperm—also, Milton, Tuckerman.
- 4 Am. Brig Maryland, from Lahaina.
- " Am. Whaleship William Thompson, Doane, New Bedford, 15 mos. 1700 bbls. sperm, last from Hilo, Hawaii. Passengers—Mr C. Wilcox and family.
- 6 U. S. Ship St. Louis, 24 guns, Capt. F. Forrest, from Valparaiso, via Tahiti and the Marquesas Islands; left the former place March 7. Ship Europa sailed two days previous, for this port.
- 7 Am. Whaleship Milton, Tuckerman, New Bedford, 15 mos. 800 bbls.

SAILED.

- April 3 Am. Whaleship Superior, McLane, to cruise.
- 5. U. S. Ship Vincennes, C. Wilkes, Esq. for the Columbia River.
- " U. S. Brig Porpoise, Lieut. Com. C. Ringgold, for Columbia River.
- " Am. Whaling barque Beaver, Rogers, to cruise.
- 6 Am. Whaleship William Thompson, Doane, to cruise.
- 8 Am. Whaleship Milton, Tuckerman, to cruise.
- " Haw. Whaling barque Honolulu, (late Tahitian barque Eagle, formerly the Osprey of New Bedford) Hardwick, to cruise.
- " Am. Sch. Pilot, Spunyard, Koloa, Kauai.
- 9. Br. Brig Wave, Moore, Columbia River, with stores for the U. S. Exploring Expedition.
- " Am. Brig Liana, Jones, Monterey.

VESSELS AT TAHITI, March 5th.—Amount of Oil not given. Whaleships Swift, Tobey,—Java, New Brunswick, Price,—Atlantic, Haug—Henry Astor, Pinkham—Alma, Tobey—Henry Clay, Sears—Splendid, Coffin—Barque Barclay, Barney—Barque Franklin—Brig Currency, Sydney, with loss of mainmast